



Official and Classified ADVERTISEMENTS

Continued from Page 68

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June 10, 1977

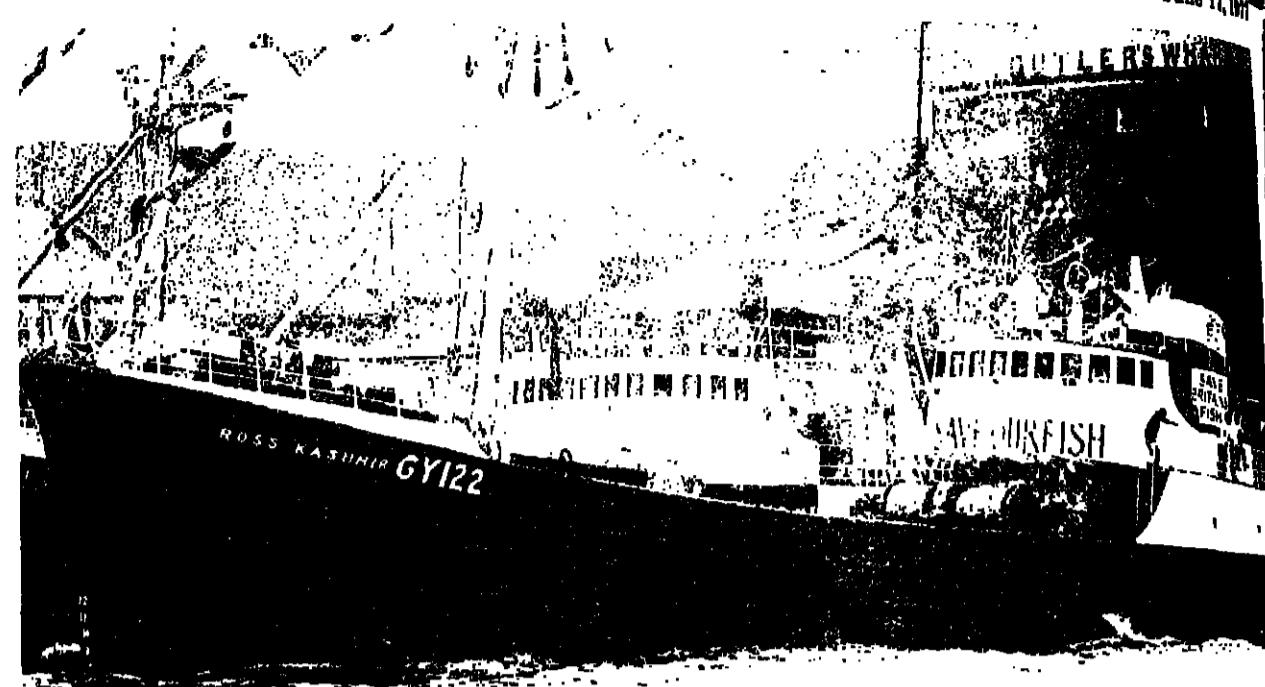
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Skipper Ken Billington (above) goes aboard the Lowestoft stern trawler *Suffolk Conquest* to sail for the Thames. Below: serious faces in the wheelhouse of *Budding Rose*. Peterhead men (left to right) Walter Strachan, chief engineer; relief skipper, John Stephen; and pilot Willie Whyte saluted her down. Mr. Whyte has been in the industry over 50 years.



Ross Kashmir from Grimsby had the message across her wheelhouse: "Save our fish".



Demo armada hits London...

A FLEET of around 45 deepsea and inshore trawlers hit London on Tuesday to press the UK fishing industry's case for a 50-mile limit.

Trawlers came from all over the country. *Junella* was first in, followed by the Scota boat *Budding Rose*. On Monday night the pair were tied up to the warship *H.M.S. Belfast* with their lights blazing.

Small & Co. sent the stern trawler *Suffolk Conquest* from Lowestoft. *Ross Kashmir* and other boats had sailed from Grimsby. And the stern-fisher *Boston Blenheim* was on her way from Fleetwood.

On Monday night an armada of smaller boats gathered at Southend Pier during a thunderstorm. By 7 a.m. the crews were awake and making preparations.

At 7.30 a.m. they slipped moorings and headed up the misty Thames — 35 boats in a ragged flotilla stretching as far as the eye could see.

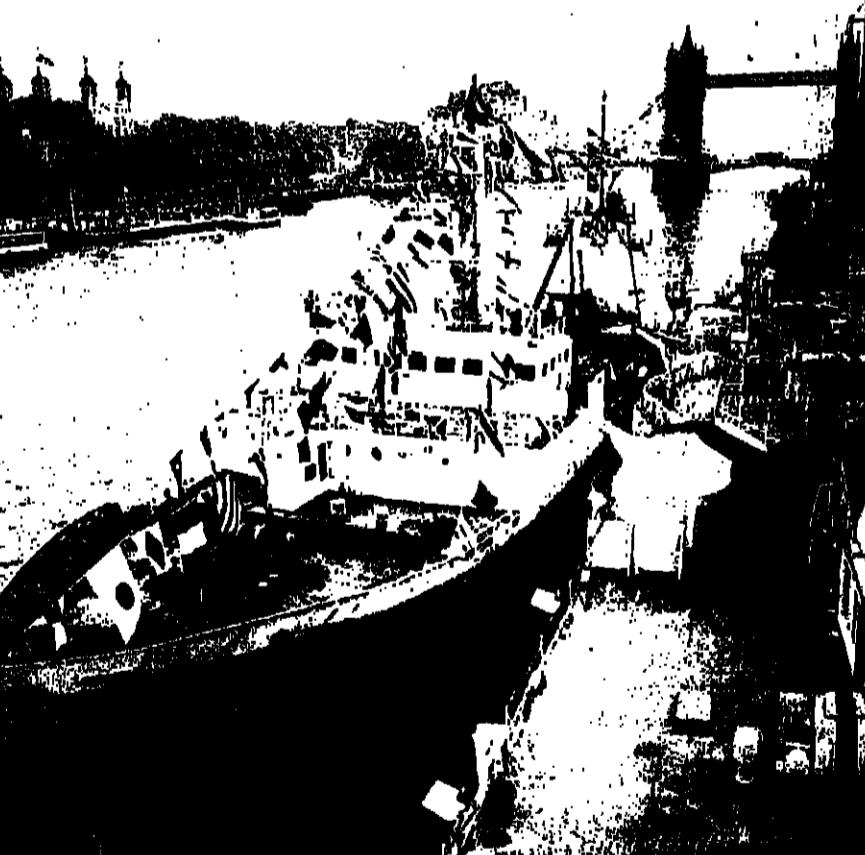
A battle with authority began at Gravesend. Somebody, it seemed, did not like the idea of a "massed charge" up-river. So, the little boats were split into three groups.

"Conspiracy" broke out at once. "Who's for a bit of aggro?" "Let's block the river!" "Best bloody idea I've heard all morning!"

Greville Howard of the Fisheries Organization Society treated it like a war-time battle. "Commander Howard calling. Commander Howard calling. This is Greville Howard. How many are you? How many are you? What is your ETA? What is your ETA? Do you read me? Over!"

"Three groups of ten," replied a squadron leader.

"Congratulations, wonderful show. I understand you are three groups of ten." "Wish'd 'old the bloody skippers," said Southend skipper Peter Gillon.



Junella — decked out with flags — tied up alongside *HMS Belfast* on Monday. The fleet now as HQ for the demo fleet.



"Ere, we've got in- terlopers," said another.

They ploughed on up the river, tiny dots of bright paint and bunting against the grey mist and the huge cruise liner moored at Tilbury.

A Dutchman stirred up the water to make things uncomfortable, but the tug *Ione* gave a friendly hoot.

It was at the Tower that the real action started with a deafening welcome from the bigger trawlers.

Then, one of the stern trawlers appeared to get stuck coming under Tower Bridge. "Congratulations, wonderful show. I understand you are three groups of ten."

"Wish'd 'old the bloody skippers," said Southend skipper Peter Gillon.

caught offguard, recovering too late to stop the rush. They watched as the fleet weaved around in circles.

Three small boats made off towards Westminster, one with a BBC film crew aboard. Another tried, but was caught by three police boats and it was claimed she was a danger to the bridges.

Having once got in, the fleet couldn't get back through the lowered bridge. Whilst the police sailed around with broad grins, the inshoremen settled down to wait for the tide to fall.

Picnics appeared on decks and pleasure craft sailed past.

The traffic rolled again on Tower Bridge. The small trawlers escaped in ascending order of mast height and the

river returned to normal.

Skipper Ian Cartwright of the 45 ft. Whitstable inshore trawler *Wode* told *Fishing News* that a lot had been achieved — and wanted to congratulate everyone involved.

"We've got a message through to the Home Office from the fishermen that they've been convicted but the 50-mile limit should have come in."

The freed boat used as the lead boat Boughen said: "I'm not helping from the last five years. We made £100,000."

"We're squeezed out of the grounds."

Minister gets show on the road

Favonius is first

"IT'S UP to us to make our Community partners aware of our special position and problems. We are determined to get a solution on the Common Fisheries Policy that takes into account that special position."

This was stated by the Minister of Agriculture, Fisheries and Food, John Silkin, when he opened the Catch '77 fishing exhibition in Hull on Wednesday.

Earlier in the morning Mr. Silkin had visited the fish docks where he saw landings from the side trawlers *Benella* and *Ross Trafalgar*, as well as the *Rosenborg*.

On the market, Mr. Silkin was shown around by Mr. S. Ellington, president of Hull Fish Merchants Association, and Andrew Marr, president of the Hull Fishing Vessel

At a press conference

Owners' Association. Mr. Silkin also went aboard the freezer trawler *Cordella*.

"We have a long and hard job to get our special position recognised by the EEC," warned Mr. Silkin. "We have to go on arguing and persuading — and the public support of the industry is invaluable to the government in making our case in Europe".

On June 27 EEC fisheries ministers will be meeting in Luxembourg to discuss the future of the CFP. As president of the Council of Ministers, Mr. Silkin said he had been anxious to have a meeting exclusively on fisheries questions.

After touring the exhibition Mr. Silkin said that he was impressed by

the vast technical developments that have taken place in the fishing industry.

"Some sectors of the fishing industry are highly technical and represent very substantial investment like some other industrial enterprises."

"This exhibition illustrates the sophistication of the fishing industry. There is a wide range of electrical equipment, navigation gear, deck equipment and fishing nets."

"Other industries are also represented — boat design and building as well as engineering. Those remind us," said Mr. Silkin, "that fishing does not exist in a vacuum, but depends on other industries and for us it provides production and processing outlets."

Skipper Andy Buchan (right) of the Peterhead seine netter *Favonius* is the first to break the £200,000 barrier this year among vessels operated by the Caley Fisheries Group at Peterhead. He is seen being presented with an inscribed silver salver and silver tea service by George Hutt, manager. Skipper Buchan holds the British seine net record for a single trip with a grossing of £22,265 made last April.



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COMMENT

FOR A lesson in how not to win friends and influence people the trawler demonstration on the Thames this week was worth watching.

With a large part of London's traffic snarled up as a result of Tower Bridge being kept up for hour-long stretches the public — whose sympathy the demonstration was trying to win — sat and fumed while they missed out on lunch. The trawlers were rendered pretty ineffectual. After coming under Tower Bridge they were pinned in a short stretch of water up to Southwark Bridge. All they could do was to move around in ever-decreasing circles to the sound of tooting sirens.

What seems to have been forgotten by the organisers is that demonstrations are part of everyday life in the capital. Londoners are punch-drunk from being continually hit by waves of demonstrations and they now fail to distinguish between the merits of individual protests.

All this was a poor reward for fishermen who had lost a lot of money to make the journey to London. They had a good case, but to make real impact it needed better handling. Even British Fishing Federation representatives at a press conference in London on Monday seemed to find it difficult to frame reasons why the housewife should support the industry in its bid for a 50-mile limit.

fishing news

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HUMBER PROBE

Grimsby: time ripe to merge owners

THE TIME is right for the government to regroup some of the remaining trawler owning firms, Grimsby's Chief Executive and Town Clerk, Frederick Ward, told a House of Commons sub-committee visiting the port last week.

Mr. Ward was pressing the case for the development of Grimsby as one of the country's major fishing centres to a team of MPs who sit on the Trade and Industry sub-committee of the Commons Expenditure Committee.

The sub-committee, chaired by Dr. Edmund Marshall, is on a fact finding tour of UK ports and it is taking evidence from all sides of the industry.

Mr. Ward forecast more regrouping along the lines of the BUT organisation — because many of the smaller companies did not have the capital necessary to develop new types of trawlers to catch fish on new grounds.

Earlier Mr. Ward told the committee there is no other port in the country where fishing generates such a high rate of local employment and plays such a substantial role in the local economy.

He reported 525 men last registered as fishermen are presently unemployed at Grimsby where the facilities, not just for survival but for expansion into the major UK fishing centre, are ideal.

He highlighted the nationwide fish distribution network, the first-rate training facilities and the position of Grimsby as the largest UK centre for frozen food processing and storage.

He said many people in Grimsby felt Humberside County Council had in the past been biased towards Hull.

Mr. Ward forecast more regrouping along the lines of the BUT organisation — because many of the smaller companies did not have the capital necessary to develop new types of trawlers to catch fish on new grounds.

Mr. W. F. S. Letten, deputy managing director of BUT, said the government must resolve the EEC's common fisheries policy. If Britain gets what she wants, by the mid-1980's the industry could

be landing 800,000 tonnes of white fish, 500,000 tonnes of pelagic fish and up to one million tonnes of fish for fish meal.

Fred Parkes, president of the Grimsby Fishing Vessel Owners' Association, said the industry is looking to the government for a lead on fishing vessels of the future; also it ought to take unilateral

action to establish a 50-mile exclusive limit.

He felt the government should tell the industry going for a 50-mile limit enable owners to plan types of fishing vessels the industry would need. Mr. Parkes also called for stiffer penalties for poaching and boat confiscation for cond offenders.

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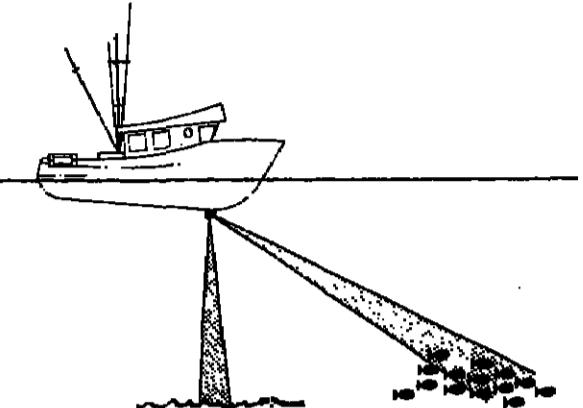
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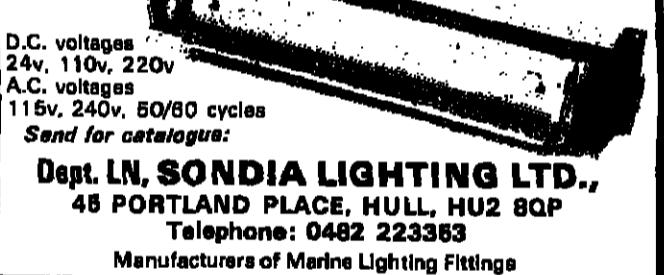
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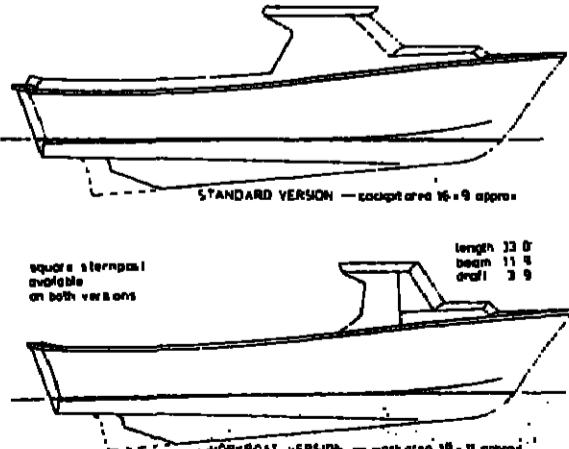
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MORE DEATHS PORT NOT MADE SAFE

TWO witnesses stressed the need for quayside boarding ladders and safety measures at Penzance harbour during inquests last week. The inquests were being held into the deaths of two fishermen in their 20's from the North Shields trawler *Cherry Burton*.

Verdicts of accidental death were recorded on 25-year-old Terence Patrick Crane of Hull and John Lloyd (28) of South Shields. They fell into the harbour and drowned while returning to the boat in the early hours of morning in February and March.

Mr. Crane, who had been married just six months, died in an accident on March 21; his body was found on March 24. Dr. Frederick Hocking, the county pathologist, said that death was due to drowning in sea water.

There was a blood alcohol level of 189 milligrams per 100 millilitres. This indicated a mild degree of intoxication and he was possibly somewhat unsteady on his feet, but not drunk and incapable. This total could have been increased by about 40 milligrams through being in the water for some time.

The licensee of the Dock Inn, Penzance, John Eric Britten, said there was a private party for members of

the crew of the boat. Mr. Crane left about 12.45am.

Answering Mr. P.H. Lancaster, representing the Crane family, Mr. Britten said he thought Mr. Crane was fit to go on his own otherwise he would not have let him go.

The witness also spoke of the difficulty in getting from the quay to *Cherry Burton* as there was another boat between the trawler and the pier.

The past winter had seen a build-up of the fishing industry at Penzance. "I can only hope we can learn from our mistakes and provide more safety measures for next winter," he said.

"I hope the lock gates will be operating and safety measures, by way of steps to get out of the harbour, are provided. Otherwise, we are bound to get a recurrence."

Lionel Matthews, a member of a Penzance diving team who found the body, said he understood Mr. Crane was a non-swimmer.

Mr. Matthews was commanded by the coroner for his efforts.

There was no evidence to show how Mr. Crane came to be in the water, but he was undoubtedly trying to rejoin his boat. It was dark and fairly low tide.

John Lloyd of South Shields was lost overboard on February 3 and found on February 27.

Identification, said Dr. Hocking, was just possible.

Lumper cuts gone too far

A SHORTAGE of lumpers is plaguing Grimsby barely six months after the National Dock Labour Board called for volunteers to accept severance payments because of overmanning.

Last week holidays and illness depleted the force to under 200 men and the Grimsby Landing Co. was hard pressed to discharge all local lumper.

At one stage seven seiner-type vessels were held over for 24 hours — and two could not even find berths. A number of agencies are having to turn away foreign boats because of the manning shortage, which could be inflamed this week by the arrival of a freezer trawler needing 30 men for several days.

The crisis has also ended the invasion by the Boston-agented French trawlers, which operate on a rapid turn-round basis. Now, with the summer seining season in full swing, unless fishing falls away badly the outlook for foreign landings is not very good.

The only ray of hope is the appointment of 30 supplementary lumpers over the next fortnight.

The Landing Company's problems are certainly not entirely of their own making; indeed some of the blame for

Freezers— Boyd still in the lead

BRITAIN'S biggest trawler, Boyd Line's 280 ft. Arctic *Galliard*, has lost her lead in the freezer trawler challenge trophy contest. But a Boyd Line ship is still top.

The firm's Arctic Freebooter has moved into the lead from second, while Arctic *Galliard* is now down in seventh place. BUT's *Orsino* went into second spot and she is 675 points behind the leader. The latest list of placings for the freezer contest, covering up to the end of March, was issued last week and 39 trawlers are taking part. The top 20 are given below, with their total catch and points.

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**METALIFE
INTERNATIONAL**
**WORLD LEADERS IN
MOLECULAR METALLIC
ZINC SYSTEMS**

for the protection of
steel vessels and
marine installations

CONGRATULATE

THE DON FISHING CO.

and

Skipper ROBERT MALCOLM

we wish them well and
good fishing in

SHIELWOOD

**PROTECTED by METALIFE
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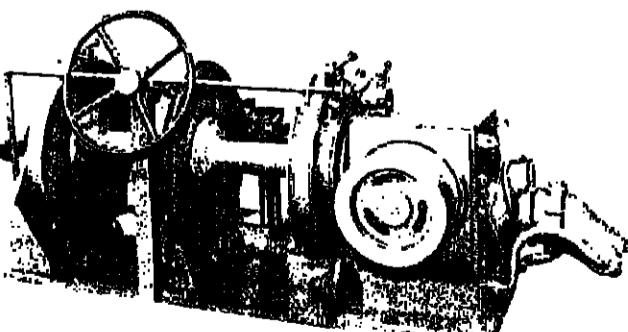
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Marine Manager.

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Mastra HYDRAULIC

COMBINED SEINE & TRAWL WINCHES TRAWL WINCHES & HYDRAULIC POWER PACKS



The new Mark II Seine Winch as installed on
Robert Malcolm's SHIELWOOD
(Owned by the Don Fishing Co.)

NORTHERN TOOL & GEAR CO. LTD.

John Street West, Arbroath, Scotland

Telephone: Arbroath 72826/72827
Telex: 78178

Campbeltown's 75 Fisher for Aberdeen

FIRST OF A 'PAIR' FOR DON

THE FIRST of two
seiner-trawlers being
built by the Campbelton
Shipyard for the Don Fishing Co.
has joined the Aberdeen fleet.

Named *Shielwood*, the 75-ft
further will fish under Skipper
Robert Malcolm. The boat
will be seine netting from
Aberdeen, but she is capable of
pair trawling for bottom or
pelagic species.

Skipper Jack Reid will
take over the sister-ship —
scheduled for completion in
September — and the two
vessels could well work as a
pair trawling partnership.

The Don Fishing Co. is a
subsidiary of the John Wood
Group (Aberdeen) Ltd. and the
two vessels have been built as part of the group's recent
move into inshore fishing.

Success

Some 40 inshore vessels are
now handled by the group's
subsidiaries at various Scottish
ports.

One of the more unusual
features of *Shielwood*, and her
sister-ship, is the choice of Deutz
propulsion engines. A spokesman for the Wood
Group told *Fishing News* that this
decision had been made because
of the success of three other Deutz-powered
boats managed by the group.

This is the trio of 75-ft.
Macduff-based seiner
trawlers *Hesperus*, *Vesper* and
Lorena built a couple of years ago in Aberdeen for
skippers Michael Watt, John
Watt and Alexander West.

They are powered by the
model SBF 12 M 716 U
vee-form, 12-cylinder, engine and
the same type has been fitted to
Shielwood and her sister-
ship.

Shielwood is similar in hull
form to other vessels of the
same size built at Campbeltown and has a
length between perpendiculars of 67 ft., moulded
beam 21 ft., moulded depth
amidships 10 ft. 6 in. and extreme
draft aft, 9 ft. 6 in.

Of round bilge form, she
has a cruiser stern, raked soft
nose stem and whaleback.
Tonnage under Part IV
Registry is just under 50.

She has been built to White
Fish Authority approval and
complies with the Department of Trade Fishing Vessel
(Safety Provisions) Rules
1975.

Her construction is of all-welded,
Lloyd's-tested, mild steel and all the plates and
sections were shot-blasted and primed. Also they were
treated on both sides with Metalife anti-corrosion
compositions.

A Northern Tool and Gear
"Mastra" Mk. II seine and
trawl winch is located on
Shielwood's deck forward,
and the trawl drums (temporarily removed)
have capacity for 800 fathoms of
1½ in. circ. wire.

An hydraulic motor is fitted on the outside
of the winch and is driven by the
Dowty pump at the fore end of the Gardner auxiliary
engine.

Fishing Hydraulics (Scotland) Ltd. supplied the
seine rope storage reels,
power block and crane

assembly, also the discharge
winch.

With capacity on each
drum for 17 coils of 3½ in.
rope, the reels have hydraulic
braking controlled from a
panel below the whaleback or
from the wheelhouse.

The reels can also be stopped,
started and put into reverse
from the control panel
below the whaleback and
they can be surged from the
wheelhouse.

The Rapp 24 RA 2300
power block, fitted aft of the
deckhouse, is hung on a Hiab
550 crane, and the model FH
124A discharge winch is fitted
on the after end of the
whaleback.

Shielwood is the first vessel
in the UK to be fitted with the
LAZ 92 Fishlube, although
some other boats already have
the LAZ 72 Echograph.

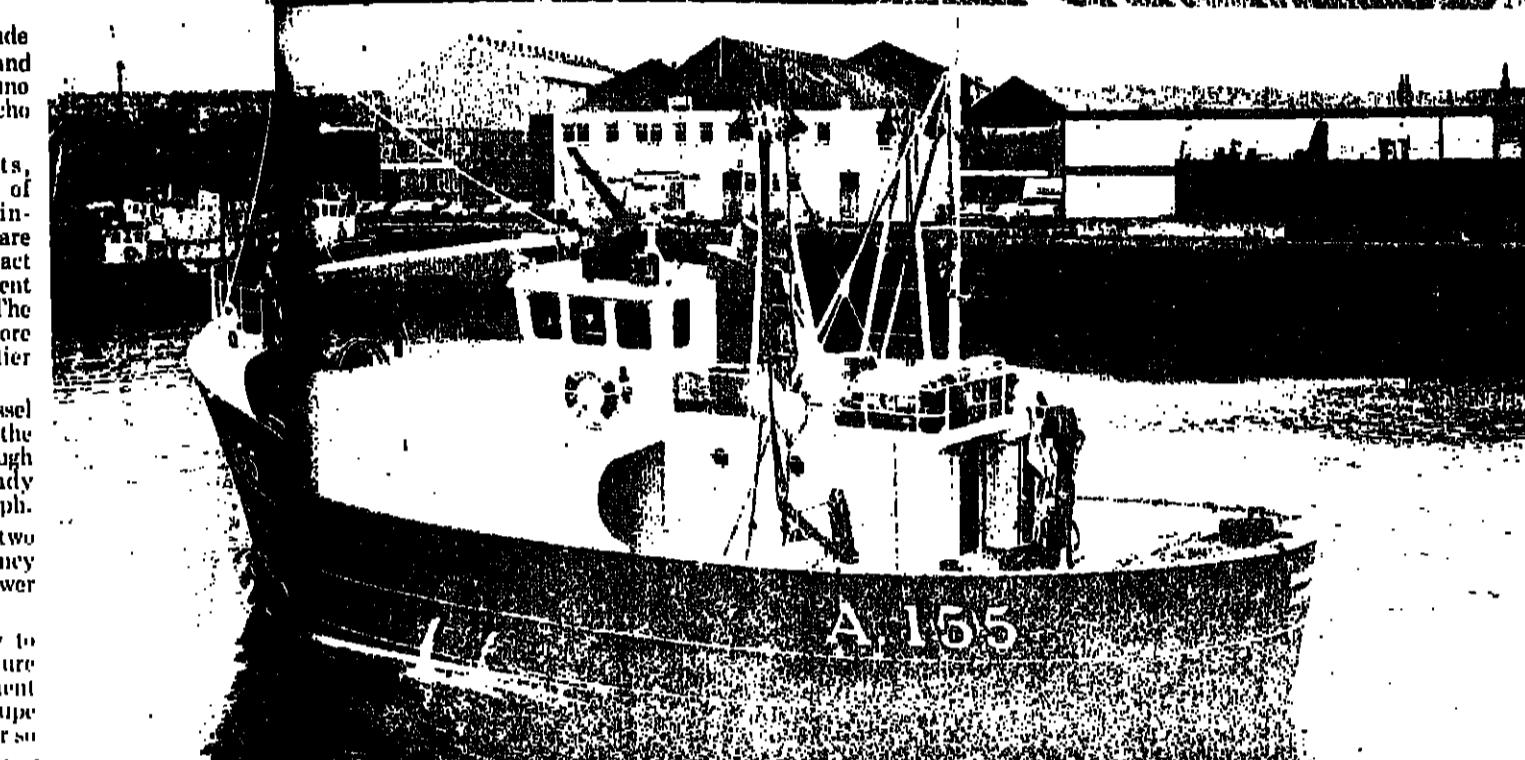
In this installation the two
units operate at a frequency
of 30 kHz and have power
output of one kW.

The fishlube is shortly to
be fitted with steady picture
and bottom lock equipment
and, in addition, the fishlube
is to have a pulse generator so

Continued overleaf

Right: *Shielwood*'s
mildew catch comes
ashore at Aberdeen. She
is fitted with *Fishing
Hydraulics* rope reel.

Below: *Shielwood* at
home port. She is
powered by a German-made
Deutz diesel at 480 bhp.



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CHECK YOUR RATIONS!

I WAS SENT a tin of lifeboat rations the other day.

It was enclosed in a cardboard box on which was printed 'The ration must be stored in the cardboard box' and 'Replace within five years from production date'. Stamped on the box was June 1976.

The tin's contents were shown as 20 biscuits and 20 glucose blocks which had

dicate that this might not be so. I accordingly tore the tin foil, which appeared intact, from both tins and discovered that their contents were putrid.

Otherwise you might find yourself adrift one day in reproachful and hungry company...

Should you, therefore, find

you are carrying lifeboat boxes not encased in cardboard boxes.

One tin bore the legend

'Vitaminised Emergency Rations', the other: 'Raft Rations - Vitaminised Food Tablets and Dextrose Squares'. Stamped on one tin was Jan 81 and on the other Mar 81.

I thought the contents of these tins would last a lifetime, since they were hermetically sealed in tin foil, but the notice on the Norwegian box seemed to indicate that this might not be so.

"Where do you think I could get a good one that's not too expensive?"

It is unusually compact, weighs only about 8 lb, and is designed that you can easily detach it from its bracket and take it home with you.

You can take soundings and detect fish with it in four ranges, in depths to about 80 fathoms, and it is said to incorporate facilities which enable you to detect fish on the bottom without difficulty.

The 200 kHz instrument displays echo signals either on dry recorder paper or by means of a flashing light, and its power consumption is minimal.

Price

It also has additional merits and refinements not usually found in sounders of this type.

Current price and further particulars about it are obtainable from Grange Marine Services Ltd., The Studio, Burnfoot Lane, Falkirk, Scotland.

Woodsons also supplied the 'Sailor' T122 RT105 radio telephone, 'Sailor' RT144 vhf radio telephone and the Woodsone Intercom system.

Other electronic equipment in the wheelhouse includes Murep rubber ring matting fitted in messroom and wheelhouse, and central heating is by electric radiators. All the paint systems are by Metalite.

Duncan Rogers (Engineering) Ltd. of Renfrew, Scottish agents for Deutz, supplied the main engine which is a four-stroke, turbo charged, inter-cooled unit with electric starting.

It produces 460 hp at 1,600 rpm and drives the four-bladed Bruntont Superstone fixed pitch propeller through a Reintjes WAV 400 A gearbox of 5:1 reduction ratio.

Two auxiliary engines are fitted, the largest being a Gardner 6LX water-cooled unit of 127 bhp at 1,600 rpm.

Stand by

Power for the Dowsy hydraulic pump for the winch, and for the belt-driven Vickers double hydraulic pump unit for the remainder of the deck machinery, is provided from the fore end of the Gardner engine through an Automatic Products clutch.

Belt-driven from the other end of the engine are a Newage 20 kW 440 V, three phase, 50 Hz a.c. alternator and a Transmotor 24V d.c. generator.

Another Newage 20 kW alternator is driven directly from a Lister HRW water-cooled auxiliary engine producing 43 hp at 1,600 rpm.

A standby Vickers double hydraulic pump unit is driven through a clutch off the free end of the alternator, and a Densim SA80 220 3 in. bilge and general service pump is also driven off the free end of the alternator by clutch and belts. A Transmotor 24V generator is belt-driven from the shaft between the engine and alternator.

The examination consists of practical and oral tests. Candidates are required to have an elementary theoretical knowledge of telephone.

A Restricted Certificate states that the holder has been examined in radiotelephony and has passed in: practical knowledge of the adjustment of radio telephone apparatus; sending and receiving spoken messages correctly by telephone; detailed knowledge of regulations applying to radio telephone communications and particularly to those relating to the safety of life.

The examination also consists of practical and oral tests. Candidates are required to have an elementary theoretical knowledge of telephone.

General knowledge of the regulations applying to radio telephone communications and particularly those regulations relating to the safety of life is also required.

The examination consists of practical and oral tests. Candidates are required to operate a radio telephone installation, including changing frequency, varying the power of the transmitter and changing batteries; possess a knowledge of radio telephone procedure in general and the distress regulations; in particular; maintain a radio telephone log; and send and receive messages by telephone.

A total of some 12,500 litres of fuel oil are carried in engineroom and forepeak tanks, and there is a daily service tank of 1,300 litres capacity. Fuel contents gauges are by Kelvin Hughes, and some 1,800 litres of fresh water are carried below the fishroom.

John Burgess' Log



MULTI-PITCH PROP GUIDE

A RANGE OF multi-pitch propeller systems, from a simple outside mechanically adjustable propeller to a fully controllable pitch system developed by the Marine Propulsion Division of Newage Engineers Ltd., is described in a new brochure.

The publication is freely available to naval architects, engine distributors and shipyards engaged in the design, powering and construction of vessels with engine horsepower in the range 300 bhp to 1,000 bhp — in particular fishing vessels.

Copies of the brochure can be obtained from Newage Engineers Ltd., The Studio, Burnfoot Lane, Falkirk, Scotland.

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Two other vessels which have switched to white fish pair trawling from Peterhead are the Mallalig purse seiners *Silvery Sea II* and *Silvery Sea I*, under skippers James and Alexander Manson.

Restrictions on herring catching have persuaded the skippers to try this alternative fishery and they are having encouraging results from the north of Shetland grounds where the majority of the Peterhead-based pair trawlers are working.

On May 5 the new 74ft. *Perservere* was lengthened last year to upgrade her stability characteristics.

Another vessel back in service after a long lay-up is the 86ft. Peterhead boat *Janeve IV* (Skipper William Strachan).

Her steelwork along one side was damaged when she was washed up against a breakwater after her gearbox failed to operate.

Major repairs were carried out by the Peterhead firm of Wood and Davidson Ltd. In addition, she has been fitted with an aluminium shelterdeck by A. F. Engineering (Scotland) Ltd. and seine rope reels by the Lossie Hydraulic Co. of Falkirk. *Janeve IV* was built as *Calvados* in London two years ago.

Haddock conservation is still a major subject of discussion. There has only been a very slight cut-back in the amount of haddock being brought in, despite the new restrictions on landing un-gutted fish.

One leading seine net bounded 458 boxes of cod out of a total catch of 468 boxes on May 25.

Right at the end of the month the Peterhead pair trawlers *Sparkling Star* and *Fairweather V*, under

skipper John Buchan and John Alec Buchan, landed a huge catch of 1,205 boxes between them after only a week's fishing. This included 846 boxes of cod.

In general the white fish pair trawlers fared better towards the end of May than they had done earlier.

Poor weather in April and May forced them to make trips of 10 days to get in any good fishing but, lately, they have had reasonable returns for only a week's work. One partnership had a grossing between them of £24,000.

Pairs of Peterhead vessels now working the white fish pair trawl include *Antares* and *Starcrest*, *Morning Dawn* and *Unity*, *Seringa* and *Sundari*, *Faithful II* and *Ugavale II*, and *Fairweather V* and *Sparkling Star*.

Visiting teams include the Fraserburgh craft *Constellation* and *Accord*, and *Dayspring* and *Ocean Crest*.

One skipper said: "Pair trawling is really going to be the big thing in the future."

Also getting well into the swing of things are Skipper Peter Johnstone and the 97ft. seiner *Perservere*. During May they landed two trips of 590 and 585 boxes.

Perservere returned to seine netting early in the year and has landed most of her catches in Peterhead. Her crew, who come mainly from North Shields and the south-east of Scotland, say they have every confidence in *Perservere* and are pleased with her performance in rough weather.

Formerly *Silver Liner*, *Perservere* was lengthened last year to upgrade her stability characteristics.

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Perservere returned to

Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant water

£50,896: *Ross Rodney*, BUT (Sk. G. Carlsberg), 1,939k, BI, 24 days.
£50,755: *Vivaria*, BUT (Sk. R. Kurz), 1,841k, BI, 24 days.
£35,001: *Belguam*, Boston (Sk. J. Stevens), 1,247k, WS/BI, 28 days.
£34,926: *Ross Kipling*, BUT (Sk. W. Ferrand), 1,210k, BI, 24 days.
£32,575: *Aldershot*, Consol (Sk. A. Call), 1,292k, WS/BI, 22 days.

Middle water

£28,591: *Ross Jaguar*, BUT (Sk. B. Speck), 1,057k, W, 17 days.
£20,696: *Ross Panther*, BUT (Sk. W. Stokes), 737k, W, 18 days.
£18,266: *Ogano*, Taylor (Sk. R. Penketh), 805k, W, 18 days.
£17,867: *Taylor*, Taylor (Sk. J. Gladwell), 742k, W, 17 days.
£16,611: *Ross Tiger*, BUT (Sk. D. Avery), 653k, W, 15 days.

North Sea

£3,490: *Loveden*, Lindsey (Sk. J. Ireland), 112k, NS, 10 days.

Seiners

£7,961: *Linda Lise*, Richardson (Sk. C. Olesen), 210k, NS, 15 days.
£7,700: *Edlie*, Danbriit (Sk. L. Gravesen), 240k, NS, 16 days.
£7,202: *Saxon King*, Sleight (Sk. B. Emerson), 234k, NS, 17 days.
£7,016: *Macandi*, Sleight (Sk. L. Hojberg), 218k, NS, 15 days.
£6,733: *Gladies*, Jubilee (Sk. J. Olsen), 217k, NS, 16 days.
£6,414: *Carla*, Jubilee (Sk. G. Hansen), 244k, NS, 17 days.
£6,141: *Maxwell*, Sleight (Sk. P. Terkildsen), 191k, NS, 17 days.
£6,037: *Nordland*, Allard Hawson (Sk. K. Bruun), 156k, NS, 17 days.

Pair teams

£13,239: *Jean Scott*, (Sk. P. Scott), 428k, and £11,712: *Golden Venture*, (Sk. A. Pulfrey), 393k, both John R. NS, 15 days.
£2,850: *Anna Michelle*, (Sk. M. Josefsson), 77k, and £1,253: *Sonia Jane*, (Sk. D. Buley), 34k, both John R., NS, broken trip.

HUMBER VESSELS DUE

GRIMSBY
Expected during the week from
Bear Island: *Huddersfield Town*,
Northern Life, *Ross Renown*,
Ross Rover, *Vianova*. From
Bear Island and White Sea: *Arcti*,
Corsair, *Kingston Pearl*, *Loch*,
Palace, *Erina*, *Okin*, *Ross*,
Allair.

PORT MARKETS

FRIDAY, JUNE 10

DUBLIN

752 boxes mainly from Howth met a good demand. Prices:
salmon, £1.80/kg; lobster,
£2.21/kg; prawn, 30p/50p; black
sole, £1.05; slices, 40p; turbot,
20p/30p; cod, 28p/30p; codling,
10p/15p; black pollack, 14p;
haddock, 18p/22p; plaice,
8p/10p; per lb; whiting, 7p/10p;
ray, 10p/20p; small sole, 22p; per
box.

MONDAY, JUNE 13

GRIMSBY

A fair supply of 4,800 kts from
14 boats met a good demand.
Prices: shell cod, £8.40/9.40;
codling, £2.00/2.30; shelf cod,
£2.22/2.50; plaice, £1.80/2.10;
large plaice, £4; medium,
£3.80/kg; best small, £3.24;
large skinned plaice, 28.50;
medium, £7.50/kg; sole, £1.30/kg;
lemon sole, £5.60/kg; reds, £1.30/
per dozen.

HULL
About 3,320 kts from two distant
water vessels and two North Sea
seiners. Price ranges per 100 kts:
heads on shelf cod, £28/36.75;
laverage, £32.65; bulk
£27.50/kg; £35.10; shark
codling, £22.50/kg; £31.10; (22.90);
large hake, £5.60/kg; med. £5.00;
small, £4.50/kg; £5.50; bergyls,
£19.55/kg; £22.50; (23); bergyls;
£16.50/kg; £18.90; (16.50); plate;
£22/23.50; (22.50). No distant
water halibut, shelf or bulk had-
dock.

TUESDAY, JUNE 14

DUBLIN

Large plaice, £4; medium,
£3.80/kg; best small, £3.24;
large skinned plaice, 28.50;
medium, £7.50/kg; sole, £1.30/kg;
lemon sole, £5.60/kg; reds, £1.30/
per dozen.

NEWLYN
Prices: large ray, £4.50; medium,
£3; small, £1.50; pollack, £2.70;
plaice, £1.30; large plaice, £3.50;
medium, £2.50; small, £2.00; large
haddock, £22.50; medium, £21;
small, £18.50; large pollack, £1.30;
medium, £1.10; small, £0.90; large
turbot, £1.10; whitefish, £1.10;
lemon sole, £1.10; plaice, £1.10;
medium, £1.00; small, £0.90; large
plaice, £1.10; small, £0.90; trout,
£1.10; £1.27, per lb.

HULL
About 3,320 kts from two distant
water vessels and two North Sea
seiners. Price ranges per 100 kts:
heads on shelf cod, £28/36.75;
laverage, £32.65; bulk
£27.50/kg; £35.10; shark
codling, £22.50/kg; £31.10; (22.90);
large hake, £5.60/kg; med. £5.00;
small, £4.50/kg; £5.50; bergyls,
£19.55/kg; £22.50; (23); bergyls;
£16.50/kg; £18.90; (16.50); plate;
£22/23.50; (22.50). No distant
water halibut, shelf or bulk had-
dock.

MONDAY, JUNE 13

GRIMSBY

A fair supply of 4,800 kts from
14 boats met a good demand.
Prices: shell cod, £8.40/9.40;
codling, £2.00/2.30; shelf cod,
£2.22/2.50; plaice, £1.80/2.10;

£15,202: *Glen Coe*, J. Marr (Sk. J. Simpson), 971k, S, 14 days.
£12,068: *Ben Gairn*, Irvin (Sk. P. Beattie), 389k, F, 15 days.

LOWESTOFT
£12,050: *Suffolk Crusader*, Small (Sk. A. Blowers), 422k, NS, 15 days.
£10,200: *St. Georges*, Colne (Sk. R. Jonas), 368k, NS, 12 days.
£10,075: *Constance Banks*, Small (Sk. D. Athorn), 404k, NS, 15 days.
£9,918: *Boston Coronet*, Boston (Sk. W. Barnard), 342k, NS, 12 days.
£9,475: *St. Mark*, Colne (Sk. J. Kelly), 361k, NS, 13 days.
£9,274: *Underley Queen*, Talisman (Sk. E. Reeder), 322k, NS, 13 days.

NORTH SHIELDS

£16,024: *Ben Strome*, Irvin (Sk. J. Spencer), 33,719kg, NS, 17 days.
£11,812: *Condwan*, Irvin (Sk. N. Morse), 24,597kg, NS, 5 days.

£11,094: *Ben Chourn*, Irvin (Sk. T. Jamieson), 30,113kg, NS, 14 days.
£5,215: *Lothian Rose*, Irvin (Sk. A. Clark), 10,655kg, NS, 4 days.

£4,584: *Sharon Vale*, AF (Sk. D. Moodie), 9,525kg, NS, 3 days.
£4,544: *Good Design*, AF (Sk. J. Watson), 11,000kg, NS, 3 days.

£4,363: *Ocean Triumph*, AF (Sk. I. Murray), 8,681kg, NS, 3/4 days.

£3,983: *Scarlet Chard*, Irvin (Sk. T. Buchanan), 8,220kg, NS, 3 days.

£3,761: *Ina McBain*, AF (Sk. J. Fleming), 8,087kg, NS, 3/4 days.

£3,209: *Nova Spero*, AF (Sk. D. Fairney), 6,322kg, NS, 3 days.

£3,079: *Supreme*, AF, 7,140kg, NS, 4 days.

£2,833: *Star of Hope*, AF (Sk. P. Jarro), 6,991kg, NS, 3 days.

£2,687: *Freedom*, AF (Sk. D. Johnston), 8,631kg, NS, 3/4 days.

£2,399: *Rose of Sharon*, AF (Sk. A. Moodie), 6,112kg, NS, 3/4 days.

GRANTON

£16,628: *Arctic Invader*, Liston (Sk. J. Robb), 895c, NS, 13 days.
£16,056: *Arctic Explorer*, Liston (Sk. J. Bannister), 850c, NS, 12 days.

£19,498: *Grampian Monarch*, North Star (Sk. R. Catto), 729k, S, 14 days.
£9,875: *Arctic Crusader*, Liston (Sk. P. Wanless), 895c, NS, 13 days.

KEY: BI Bear Island; DW distant water;
F Faroe Islands; G Greenland; HW home
water; I Iceland; IS Irish Sea; NC Norway
Coast; NFL Newfoundland; NS North Sea;
R Rockall; S Shetland; W Westerlies; WC
West Coast; WS White Sea. Sk Skipper; k
kits; c cwt; kg kilo.

ABERDEEN

£26,251: *Clarkwood*, Wood (Sk. S. Thomson), 1014k, F, 12 days.
£19,498: *Grampian Monarch*, North Star (Sk. R. Catto), 729k, S, 14 days.

£18,594: *Grampian Chieftain*, North Star (Sk. R. Leiper), 708k, S, 12 days.

£2,850: *Anna Michelle*, (Sk. M. Josefsson), 77k, and £1,253: *Sonia Jane*, (Sk. D. Buley), 34k, both John R., NS, broken trip.

EYEMOUTH

Prices: Dover sole, £1.30; turbot, £0.90/kg; brill, £3.00/kg; hake, £1.70/kg; cod, £1.45/kg; haddock, £2.20/kg; small, £2.10; medium, £2.00/kg; large, £1.90/kg; lemon sole, £1.70/kg; plaice, £1.60/kg; mackerel, £2.20/kg; coalfish, £1.40/kg; rock sole, £2.50/kg; plaice, £2.20/kg; whitefish, £1.60/kg; lemon sole, £1.70/kg; red fish, £1.60/kg; turbot, £2.20/kg; brill, £3.00/kg; hake, £1.70/kg; cod, £1.45/kg; haddock, £2.20/kg; small, £2.10; medium, £2.00/kg; large, £1.90/kg; lemon sole, £1.70/kg; plaice, £1.60/kg; mackerel, £2.20/kg; coalfish, £1.40/kg; rock sole, £2.50/kg; plaice, £2.20/kg; whitefish, £1.60/kg; lemon sole, £1.70/kg; red fish, £1.60/kg; turbot, £2.20/kg; brill, £3.00/kg; hake, £1.70/kg; cod, £1.45/kg; haddock, £2.20/kg; small, £2.10; medium, £2.00/kg; large, £1.90/kg; lemon sole, £1.70/kg; plaice, £1.60/kg; mackerel, £2.20/kg; coalfish, £1.40/kg; rock sole, £2.50/kg; plaice, £2.20/kg; whitefish, £1.60/kg; lemon sole, £1.70/kg; red fish, £1.60/kg; turbot, £2.20/kg; brill, £3.00/kg; hake, £1.70/kg; cod, £1.45/kg; haddock, £2.20/kg; small, £2.10; medium, £2.00/kg; large, £1.90/kg; lemon sole, £1.70/kg; plaice, £1.60/kg; mackerel, £2.20/kg; coalfish, £1.40/kg; rock sole, £2.50/kg; plaice, £2.20/kg; whitefish, £1.60/kg; lemon sole, £1.70/kg; red fish, £1.60/kg; turbot, £2.20/kg; brill, £3.00/kg; hake, £1.70/kg; cod, £1.45/kg; haddock, £2.20/kg; small, £2.10; medium, £2.00/kg; large, £1.90/kg; lemon sole, £1.70/kg; plaice, £1.60/kg; mackerel, £2.20/kg; coalfish, £1.40/kg; rock sole, £2.50/kg; plaice, £2.20/kg; whitefish, £1.60/kg; lemon sole, £1.70/kg; red fish, £1.60/kg; turbot, £2.20/kg; brill, £3.00/kg; hake, £1.70/kg; cod, £1.45/kg; haddock, £2.20/kg; small, £2.10; medium, £2.00/kg; large, £1.90/kg; lemon sole, £1.70/kg; plaice, £1.60/kg; mackerel, £2.20/kg; coalfish, £1.40/kg; rock sole, £2.50/kg; plaice, £2.20/kg; whitefish, £1.60/kg; lemon sole, £1.70/kg; red fish, £1.60/kg; turbot, £2.20/kg; brill, £3.00/kg; hake, £1.70/kg; cod, £1.45/kg; haddock, £2.20/kg; small, £2.10; medium, £2.00/kg; large, £1.90/kg; lemon sole, £1.70/kg; plaice, £1.60/kg; mackerel, £2.20/kg; coalfish, £1.40/kg; rock sole, £2.50/kg; plaice, £2.20/kg; whitefish, £1.60/kg; lemon sole, £1.70/kg; red fish, £1.60/kg; turbot, £2.20/kg; brill, £3.00/kg; hake, £1.70/kg; cod, £1.45/kg; haddock, £2.20/kg; small, £2.10; medium, £2.00/kg; large, £1.90/kg; lemon sole, £1.70/kg; plaice, £1.60/kg; mackerel, £2.20/kg; coalfish, £1.40/kg; rock sole, £2.50/kg; plaice, £2.20/kg; whitefish, £1.60/kg; lemon sole, £1.70/kg; red fish, £1.60/kg; turbot, £2.20/kg; brill, £3.00/kg; hake, £1.70/kg; cod, £1.45/kg; haddock, £2.20/kg; small, £2.10; medium, £2.00/kg; large, £1.90/kg; lemon sole, £1.70/kg; plaice, £1.60/kg; mackerel, £2.20/kg; coalfish, £1.40/kg; rock sole, £2.50/kg; plaice, £2.20/kg; whitefish, £1.60/kg; lemon sole, £1.70/kg; red fish, £1.60/kg; turbot, £2.20/kg; brill, £3.00/kg; hake, £1.70/kg; cod, £1.45/kg; haddock, £2.20/kg; small, £2.10; medium, £2.00/kg; large, £1.90/kg; lemon sole, £1.70/kg; plaice, £1.60/kg; mackerel, £2.20/kg; coalfish, £1.40/kg; rock sole, £2.50/kg; plaice, £2.20/kg; whitefish, £1.60/kg; lemon sole, £1.70/kg; red fish, £1.60/kg; turbot, £2.20/kg; brill, £3.00/kg; hake, £1.70/kg; cod, £1.45/kg; haddock, £2.20/kg; small, £2.10; medium, £2.00/kg; large, £1.90/kg; lemon sole, £1.70/kg; plaice, £1.60/kg; mackerel, £2.20/kg; coalfish, £1.40/kg; rock sole, £2.50/kg; plaice, £2.20/kg; whitefish, £1.60/kg; lemon sole, £1.70/kg; red fish, £1.60/kg; turbot, £2.20/kg; brill, £3.00/kg; hake, £1.70/kg; cod, £1.45/kg; haddock, £2.20/kg; small, £2.10; medium, £2.00/kg; large, £1.90/kg; lemon sole, £1.70/kg; plaice, £1.60/kg; mackerel, £2.20/kg; coalfish, £1.40/kg; rock sole, £2.50/kg; plaice, £2.20/kg; whitefish, £1.60

